
INDOT 2000-2025 Long Range Plan

Public and Stakeholder Involvement

Overview

The Indiana Department of Transportation (INDOT) has established a proactive public involvement process in the planning and development of transportation projects. This process provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and transportation programs.

The goal is to develop a continuous public involvement process, accessible to the public, that identifies and addresses critical issues early in the project-development process. It also minimizes duplication of public involvement efforts and meets the needs of the public and resource/regulatory agencies to provide early and continuing input into the project development process.

Communication of the Process

INDOT has taken steps over the past five years to be inclusive in the development of the Long Range Plan. There have been lengthy discussions with state transportation professionals, local elected officials and the public concerning the process of developing the Long Range Plan and the opportunities for input. On September 5, 2001, the Draft Long Range Plan was published in its entirety on the INDOT Web site. The timetable and objectives for the development of INDOT's Long Range Plan were conveyed at a number of statewide transportation forums, which are discussed below.

MPO Conference

INDOT's Planning personnel were very active in a number of state MPO Conferences. The Indiana MPOs hold a conference each year at a different location in the state. In each of the last three years, INDOT's planning staff held sessions to discuss the process of the Long Range Plan and asked for comments.

Over the past several years, INDOT's Planning staff made presentations at the MPO Conference describing the status of the Long Range Plan and also gave updates concerning the Planning Assessment Study. These meetings were very beneficial in conveying INDOT thoughts on the development of the Long Range Plan. The MPOs also had the opportunity to discuss these issues formally during the meetings and informally on an individual basis between sessions and in the evenings.

Purdue Road School

One of the best venues in Indiana to convey transportation issues is at the annual Purdue University Road School. On average, over 1,000 Indiana local and state transportation officials, consultants, suppliers and INDOT personnel attend Road School sessions. The INDOT Planning staff has taken advantage of this opportunity over the past few years to hold sessions concerning, among other issues, the status of the Long Range Plan.

The input from these sessions has been very valuable to INDOT in evaluating the concerns of the professional transportation community within the State. Road School also provides INDOT with the opportunity to interact with local, regional, state, and federal transportation professionals.

Public Involvement in INDOT's Program Development Process

The Program Development Process (PDP) is used by INDOT in the development and formation of new state transportation projects. The PDP calls for public participation throughout its year long process. This public interaction comes from two main areas: comments from local elected officials and comments directly from the public.

After reviewing the current projects already in the development stage, INDOT will make a "call for new projects." This request for new projects is extended to INDOT district offices and to all cities, counties, and towns. This is the opportunity for local elected officials to submit projects to INDOT that they feel would be most beneficial to their area. INDOT reviews these submittals, with guidance from the District Offices and MPOs, and prioritizes the projects for inclusion into INDOT's production schedule. INDOT also holds district meetings, usually in the fall, to gain input and comments from the public and elected officials concerning the need for new transportation projects in their area.

Web Site

The Draft Long Range Plan, including detailed maps and project listings, was published on the Indiana Department of Transportation's web site on September 5, 2001. The Plan may be accessed at: www.state.in.us/dot/pubs/longrange/index.html. The Web site provides a feedback link under the heading, *"Tell us What you Think!"* Both e-mail and postal addresses are provided for the user to submit his or her comments to the Long Range Transportation Planning Section.

MPO Planning

INDOT recognizes the important role that MPOs play in the transportation planning network for Indiana. INDOT participates in the cooperative transportation planning process with each MPO jurisdiction. An effective metropolitan plan incorporates transportation under both local and state jurisdictions. Therefore, INDOT relies on MPOs to include public involvement of their Long Range Transportation Plan and Transportation Improvement Program.

Procedures have been developed by each MPO to provide opportunity for the public to offer input on the MPO Long Range Transportation Plan (20-25 year planning horizon), and MPO Transportation Improvement Program (TIP). INDOT utilizes the MPO public involvement process as the vehicle for soliciting public comment for INDOT projects within the MPO area. INDOT acknowledges the unique nature of each metropolitan area and has determined that the MPO procedures and the statewide transportation forum meet the planning public involvement requirements of 23 CFR 450.316 (b) for projects within the MPO area.

Planning Assessment Study

In 1998, INDOT hired a consultant to assist the transportation planning staff in developing an improved transportation planning process. Among the benefits generated from this effort were some new strategies for public and stakeholder involvement in the state's transportation planning process. The following information resulted from these strategies.

Focus Groups

The use of focus groups has become more common throughout the country as a means to measure public interests and concerns. INDOT was able to use this public involvement technique in the Planning Assessment Study in 1998.

These efforts included two working meetings with INDOT staff and stakeholders to develop the framework for the role of public participation in long range planning activities at INDOT. The staff and consultant recommended developing two focus groups. One group would consist of urban citizens and the other would be made up of rural stakeholders. A draft survey questionnaire was developed by the consultant and submitted to INDOT for final approval. INDOT then held two focus group meetings in Indianapolis to collect information on public perceptions of the Indiana transportation system.

The following information collected from these focus groups was incorporated into the findings of the Planning Assessment Study.

Urban Transportation Stakeholders Focus Group Results:

In terms of opinions about the overall state of the transportation system, most citizens in this group were in the middle of the range between very satisfied and very dissatisfied. Respondents were split with two-thirds being somewhat satisfied and one-third being somewhat dissatisfied. Reasons for dissatisfaction included:

- Highways and streets being in poor physical condition;
- A perception of poor planning and communications within INDOT and with the public;
- A need for more and clear directional signing; and,
- Poor timing for repairs to the roadway system.

Rural Transportation Stakeholder Focus Group Results

Overall, 50% of the group indicated that they were somewhat satisfied with the State's current transportation system, and one-third stated that they were somewhat dissatisfied.

Comments expressed by the dissatisfied segment of the group included the fact that they were having communication problems with INDOT. These communication problems were a result of INDOT not knowing who to contact at the local level, and local officials not knowing whom to contact at INDOT. A second comment was that INDOT seems to be behind on programmed improvements.

Futures Symposium

The Indiana Transportation Futures Symposium took place on September 28, 1998 at the Indiana Government Center South in Indianapolis. The forum attracted more than 300 elected officials, transportation professionals, academia, and special interest groups invited for the occasion. Key features from the one-day event included:

- Governor and INDOT Commissioner addresses
- Presentation of the proposed new statewide transportation planning process
- A panel discussion on the Transportation Equity Act for the 21st Century (TEA-21) and its impacts on Indiana
- Futurist perspectives, both state and national
- Break-out sessions tailored to gain input on INDOT's main adopted policy priorities and the proposed new transportation planning process

The Symposium constituted a major step in INDOT's ongoing public and stakeholder outreach efforts. Through the day-long activities, INDOT was able to solicit viewpoints and feedback from concerned stakeholders regarding INDOT priorities, the proposed new statewide transportation planning process, adopted policy areas as well as the state of transportation facilities in Indiana.

The goal of the Transportation Futures Symposium was to gather and document the viewpoints, suggestions and concerns of numerous stakeholders regarding INDOT's approach to transportation planning. The feedback received from the Symposium, along with feedback from prior Transportation Stakeholder meetings, Transportation Market Analysis, surveys, questionnaires and focus groups resulted in a recommended public/stakeholders process that will be used in INDOT's future transportation planning activities.

NQI Survey

INDOT monitors national public opinion surveys concerning the national highway network. One of the most comprehensive national public opinion surveys completed over the past five years was the one commissioned by the National Quality Initiative (NQI). In 1992, representatives of industry, state transportation, and the Federal Highway Administration (FHWA) met to establish a national initiative to promote the quality of the highway system. This "National Quality Initiative" (NQI) represented a major commitment to promote the

partnership of all the entities that participate in the funding, design and construction of highways.

This collaboration resulted in the creation of the NQI Steering Committee, composed of representatives of the FHWA, the American Association of State Highway and Transportation Officials (AASHTO), the American Public Works Association, as well as other industry trade associations. The NQI Steering Committee, with funding from FHWA, commissioned a national public survey to assess public satisfaction with the highway system. A telephone survey was conducted in 1995 to determine national and regional views on bridge conditions, maintenance response time, pavement conditions, safety, traffic flow and visual appeal of the national highway system.

This transportation survey collected from NQI has emphasized the need to keep disruptions to the motoring public to a minimum during construction activity. This priority has led to the emphasis being placed upon adding capacity (such as additional travel lanes) when the roadway is due for reconstruction of existing pavement.

Overall Satisfaction with Highway System

The NQI survey found that 50% of survey respondents were satisfied with the highway system, 16% were dissatisfied, and 34% of the respondents expressed a neutral position. This indicates a considerable opportunity for improving public satisfaction with the highway system. Respondents were more satisfied with the highway's visual appeal and safety items (lane width, warning and information signage) than they were with traffic flow and pavement conditions. Respondents who drive on Interstate highways and in rural areas indicate a higher level of satisfaction than those who drive on two-lane roads or those that drive primarily in urban areas. Respondents living in the North Central region of the United States (that region containing Indiana) had a higher degree of satisfaction with the highway system than other regions.

Satisfaction with Safety Items

Areas of dissatisfaction included pavement conditions during wet weather and roadway lighting. Safety concerns were also indicated in a higher level of dissatisfaction for the availability of emergency call boxes (a measure of incident detection). However, the ubiquity of portable cellular telephones has served to alleviate such concerns in recent years.

Satisfaction with Pavement Conditions and Traffic Flow

A major source of respondent dissatisfaction was identified for the issue areas of travel delays due to construction activities, pavement repairs, and congestion delays. Fifty percent of the respondents were satisfied with pavement ride and smoothness, while forty-four percent were satisfied with pavement durability.

Priorities for Highway Improvements

The NQI survey indicated the highest priorities for highway system improvements were: (1) improvement of pavement conditions, (2) safety improvements, and (3) traffic flow improvements. The NQI survey concluded that the top priority for improving the nation's highways is to focus on the quality of the roadway surface.

Environmental Justice

INDOT is currently addressing recent Executive Orders and federal policies concerning Environmental Justice. The U.S. Department of Transportation's (DOT's) Final Order to address Environmental Justice in Minority Populations and Low-Income Populations was published by the U.S. DOT to comply with Executive Order 12989, "Federal Actions to Address Environmental Justice Minority Populations and Low-Income Populations," dated February 11, 1994.

The Environmental Justice (EJ) Orders require the U.S. Department of Transportation and its operation administrations to integrate the goals of these orders into their operations through a process developed within the framework of existing requirements, primarily the National Environmental Policy Act (NEPA) and Title VI of the Civil Rights Act of 1964, the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (URA), TEA-21, and other DOT applicable statutes, regulations and guidance that concern planning, social, economic, or environmental matters, public health or welfare, and public involvement.

Since the passage of NEPA, the FHWA has built a framework of policies and procedures to help meet its social, economic and environment responsibilities while accomplishing its transportation mission. Environmental Justice (EJ) is a component of FHWA's overall commitment to the protection and enhancement of our human and natural environment. INDOT's Environmental Justice objectives include the following:

- Improve the environment and public health and safety in transportation of people and goods, and the development of transportation systems and services.
- Harmonize transportation policies and investments with environmental concerns, reflecting an appropriate consideration of economic and social interests.
- Consider the interest, issues, and contributions of affected communities, disclose appropriate information, and give communities an opportunity to be involved in decision-making.

INDOT is making a special effort to evaluate and improve the planning and program process in order to ensure compliance with environmental justice regulations. As part of this initiative, improvements will be made to the planning-level statewide public involvement activities and procedures. This effort will include an outreach to minority and low-income population groups.

INDOT is working on two initiatives to improve the department's ability to achieve the objectives of the environmental justice regulations. The first initiative is the development of a Public Involvement Procedures Manual that will contain special methods to increase minority and low-income participation. The second effort will involve the market research effort to identify transportation needs and perceptions of how well transportation services are being delivered to minority and low-income groups. This activity will include the use of special focus groups comprised of segments of the population most sensitive to the environmental justice regulations. The results of these efforts will improve INDOT's ability to include minority and low-income groups in the transportation planning process and decision-making over future system improvements.

The statewide planning process and statewide transportation improvement program are built upon a partnership based on planning and programming processes with the state's MPOs. INDOT recognizes the critical role that MPOs play in implementing the

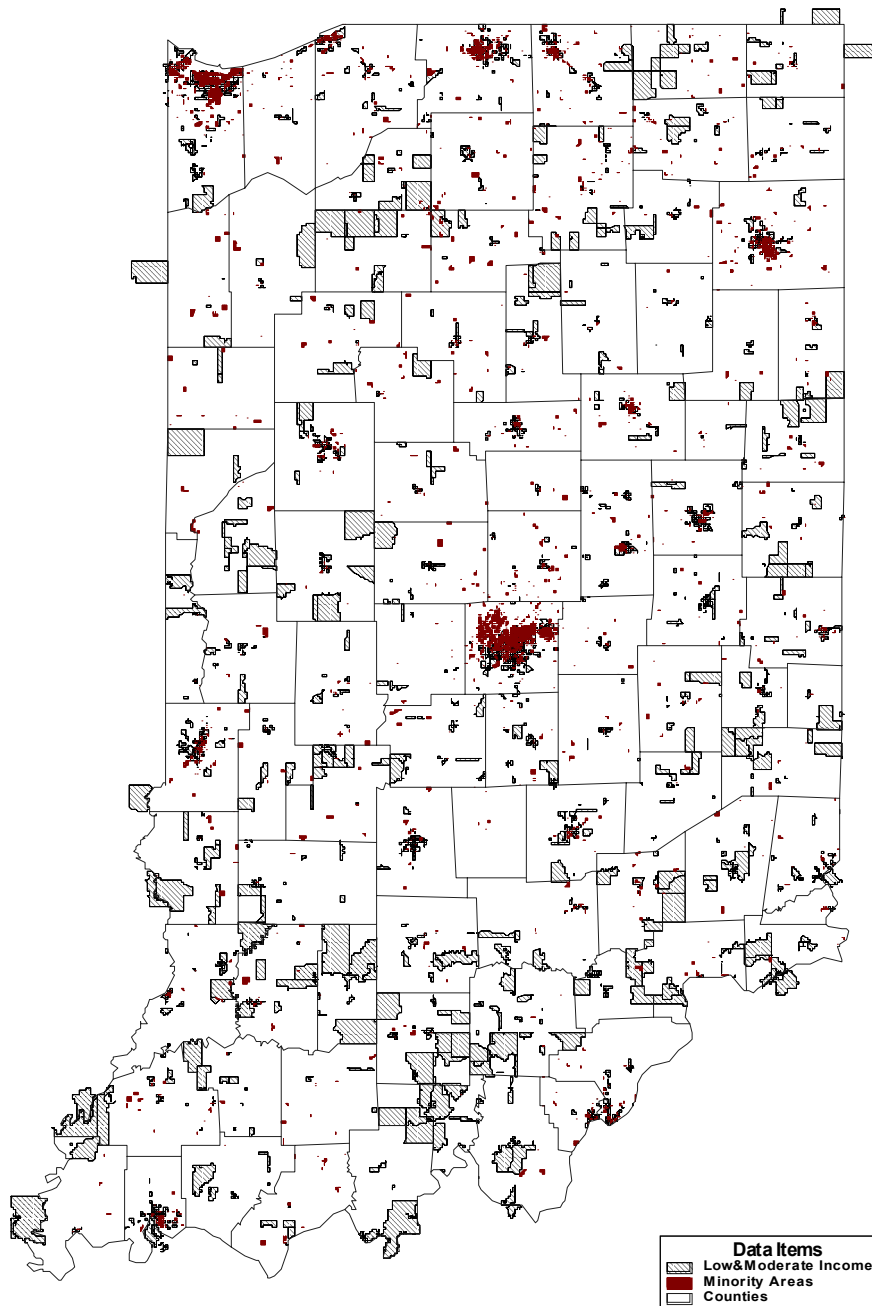
environmental justice regulations. As part of this cooperative process, INDOT and the MPOs participated the November 2000 FHWA Environmental Justice Workshop. INDOT participates in the cooperative transportation planning process including activities to ensure environmental justice with each MPO jurisdiction. An effective statewide planning and programming process incorporates transportation planning activities under both local and state jurisdictions. Therefore, INDOT relies on the MPOs to establish and include activities that are designed to ensure compliance with environmental justice regulations as part of their transportation planning work program, long range transportation plan development and transportation improvement program development activities. INDOT utilizes the MPO public involvement process and environmental justice procedures as a major resource in the development of transportation improvement projects.

Minority and Low and Moderate Income Areas: Identification for Environmental Justice Analysis.

The following statewide map for INDOT Environmental Justice Analysis is based upon two data sources: the 2000 Census Public Law P 94-171 block level population, and racial characteristics and the low and moderate income data from 1990 block group Census figures. Each area is defined by a collection of census block or block group pieces. For the identification of minority areas, more than 51 percent of the block level 2000 population was reported as non-white. For the low and moderate income area identification, more than 51 percent of the residents must be of low or moderate income for a census block group piece to be classified in general. However, specific urban areas fall under an exception that lowers the threshold. The threshold percentage is included in the data supplied by the Caliper Corporation. The 1999 boundaries were used for the exception areas.

As the 2000 Census products become available, INDOT will continue to use the most up-to-date data sources to identify environmental sensitive populations. The geographic information planning tools developed by INDOT over the past several years will allow this information to be effectively used in involving low and moderate income and minorities in the transportation planning process.

INDOT ENVIRONMENTAL JUSTICE ANALYSIS



Public Comment on the Long Range Plan

Draft copies of the Long Range Plan were distributed to INDOT's transportation planning partners: the Federal Highway Administration, local Metropolitan Planning Organizations (MPOs) and regional planning organizations in late July and early August, 2001. The plan was also published on the INDOT web site on September 5, 2001, the same date that the first of a series of six INDOT District meetings was conducted where the Long Range Transportation Planning staff made presentations of the plan. The planning staff also made individual presentations at each of the state's twelve MPOs throughout the State during September, October and November. A public comment period for the draft Long Range Plan opened on September 5, 2001 and closed on November 30, 2001.

INDOT District Meetings

Each year, the Indiana Department of Transportation conducts public meetings at each of its six districts throughout the state. The primary purpose of the meetings is to present the draft *Indiana Statewide Transportation Improvement Program* (INSTIP). The annual district meetings are also used to develop and foster lines of communication between the citizens of Indiana and the Indiana Department of Transportation. Prior to the 2001 district meetings, over 1,000 invitations were mailed to transportation stakeholders consisting of members of the Indiana General Assembly, local elected and appointed officials, members of various organizations with interests related to transportation such as environmental and bicycling groups, and persons that have expressed an interest in transportation issues in Indiana. In August, pamphlets containing an abstract of the draft Long Range Plan and invitations to attend the district meetings were also distributed to citizens who visited the Indiana State Fair INDOT Booth. Press releases, inviting the general public to attend the meetings, were distributed prior to the meetings to media outlets throughout the State of Indiana.

The 2001 INDOT district meetings were held in September. Each district served as the host for meetings conducted within its district. And each district scheduled two, 2-hour meetings, the first in the afternoon and the second in the evening. While the meeting format varied slightly from district to district, the meetings generally began with an open house format where the public could view static displays and talk with INDOT representatives about specific issues and projects. A more formal meeting followed where presentations were made for the Long Range Plan, the INSTIP and the Program Development Process. A question and answer period followed after the last presentation was made. Attendees were also provided comment sheets in which they could submit written questions, comments and requests.

Crawfordsville District:

The INDOT Crawfordsville District is located in west central Indiana. The district's geographic area covers twelve full counties and portions of three other counties. Two MPOs lie within the district: Lafayette and Terre Haute. Additionally, a small portion of the West Side of the Indianapolis MPO is located in the Crawfordsville District. The District meetings were held on September 6 at the district office complex, located near the intersection of I-74 and SR 231 in Crawfordsville. Forty-nine people were present for the afternoon meeting and another twenty-three attended the evening meeting.

Fort Wayne District:

The INDOT Fort Wayne District is located in northeastern Indiana. Its geographic area includes fourteen counties and small portions of three other counties: Blackford, Fulton and Jay Counties. The Fort Wayne MPO lies within this district, as does the eastern, Elkhart County portion of the Southbend/Mishawaka MPO. The district meetings were held on September 20 at the Auburn City Hall Council Chambers, 210 East 9th Street in Auburn, Indiana. Twenty-eight people were present for the afternoon meeting and another ten attended the evening meeting.

Greenfield District:

The INDOT Greenfield District is located in east central Indiana. The district's geographic area includes a little more than fifteen counties. There are four MPOs within the district: Anderson, Indianapolis, Kokomo and Muncie. The district meetings were held on September 5 in the Shelbyville City Hall Council Chambers, 44 West Washington Street in Shelbyville. Seventy-seven people were present for the afternoon meeting and another eleven attended the evening meeting.

LaPorte District:

The INDOT LaPorte District is located in northwest Indiana. The district's geographic area includes thirteen counties. The Northwestern Indiana Regional Planning Commission (NIRPC) serves as the MPO for the urbanized areas in Lake, Porter and LaPorte Counties. The St. Joseph County portion of the Southbend/Mishawaka MPO also lies within the boundaries of the LaPorte District. The district meetings were held on September 19 at the LaPorte District Offices, 315 East Boyd Boulevard in LaPorte. Sixty people were present for the afternoon meeting and another thirty-five attended the evening meeting.

Seymour District:

The INDOT Seymour District is located in southeastern Indiana. The district's geographic area includes eighteen counties and portions of five other counties: Morgan, Owen, Shelby Lawrence and Crawford Counties. The Bloomington MPO lies within the district, as does the southern, Johnson County portion of the Indianapolis MPO. The Indiana Counties of Clark and Floyd are also a part of the Louisville, Kentucky MPO.

The Seymour District meetings were scheduled for September 11, 2001. September 11 turned out to be a date that the United States came under attack by terrorist forces. The morning hours saw two jetliners crash into both World Trade Center towers in New York City; one jetliner crashed into the Pentagon in Washington, D.C. and another crashed into the countryside of Pennsylvania. The day evolved into general uncertainty. The FAA issued an order grounding all commercial and private air traffic. Airborne planes were ordered to land at the nearest available airport that could accommodate. A state of emergency existed.

It was against this backdrop that the decision was made to cancel both the afternoon and evening meetings for the Seymour District. The decision was made while the Planning Section's representatives were en route to Seymour to attend the meetings. Upon arrival, the Planning Staff was informed of the cancellations. The staff took the opportunity to drop off Executive Summaries and other materials related to the planned presentation of the draft Long Range Plan. Some District personnel were also given a quick briefing concerning the draft Long Range Plan.

Communication that day was difficult. Eighty-two people did not receive word of the cancellations and still managed to show up at the district offices. The District responded by inviting those people in and conducting informal sessions where information about agenda items was disbursed and questions about projects were answered.

Vincennes District:

The INDOT Vincennes District is located in southwest Indiana. The district's geographic area includes sixteen counties. The Evansville Transportation Study (EUTS), the MPO for the Evansville urbanized area is located in the district. The district meetings were held on September 13 at the Vincennes District Offices, 3650 South US Highway 41 in Vincennes. Fifty-four people were present for the afternoon meeting and another twenty-nine attended for the evening meeting.

MPO Presentations

Throughout September, October and November, representatives from the Long Range Transportation Planning Staff visited each of the MPOs, providing formal presentations of the draft Long Range Plan. The presentations included a detailed overview of INDOT's planning process and the plan's evolution. Part of the presentation included the distribution of copies of the plan's Executive Summary, the WEB address was identified where the plan could be accessed in its entirety, and excerpts of project listings for the MPO were also distributed. A question and answer period followed each presentation. The dates for each MPO presentation were as follows:

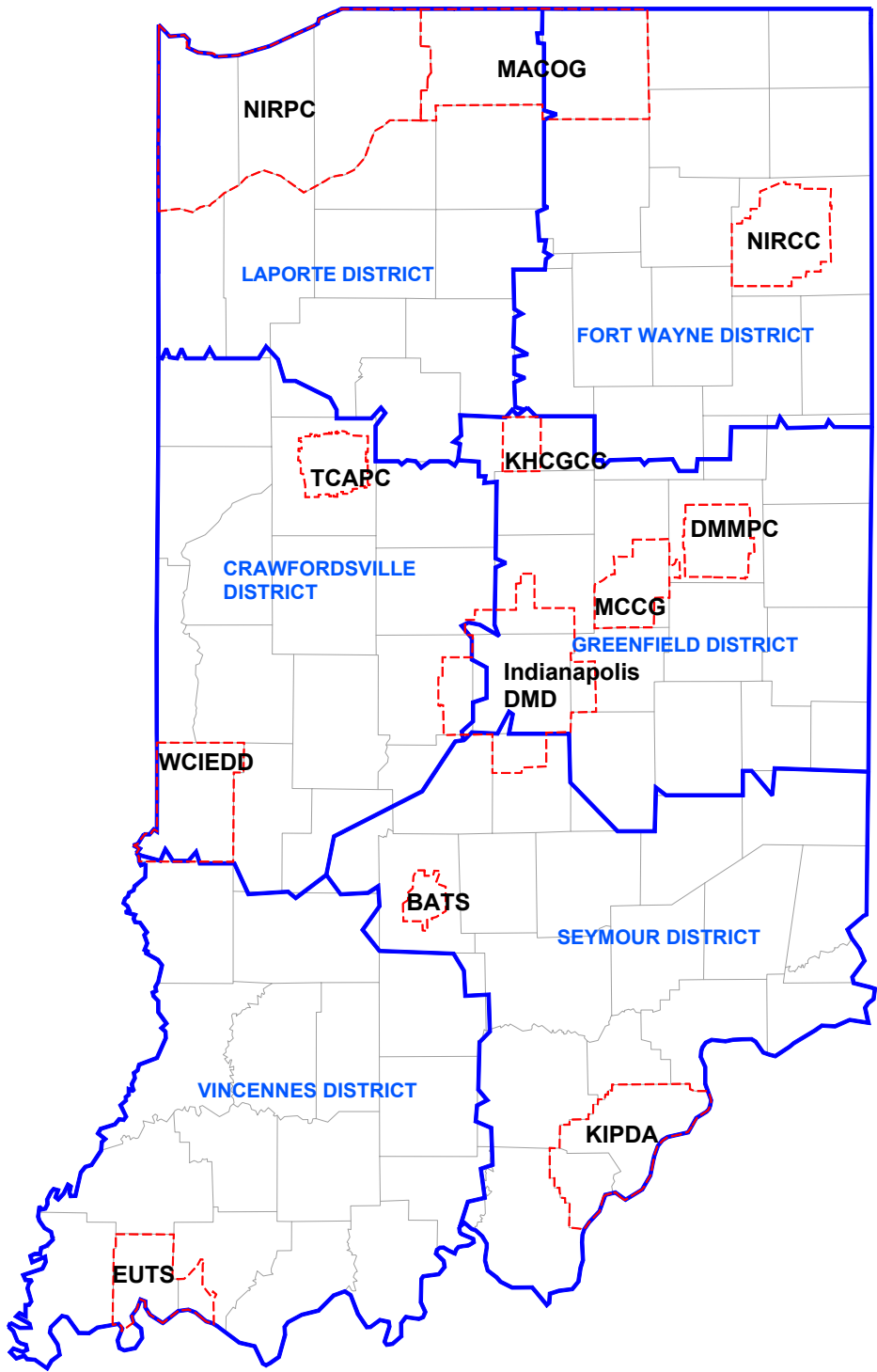
- Anderson: Madison County Council of Governments (MCCG) October 4, 2001
- Bloomington: Bloomington Area Transportation Study (BATS) November 9, 2001

- Evansville: Evansville Urban Transportation Study (EUTS) October 4, 2001
- Fort Wayne: Northeastern Indiana Regional Coordinating Council (NIRCC) November 6, 2001
- Indianapolis: Indianapolis Department of Metropolitan Development (DMD) November 1, 2001
- Kokomo: Kokomo/Howard County Governmental Coordinating Council (KHCGCC) October 3, 2001
- Lafayette: The Tippecanoe County Area Plan Commission (TCAPC) October 17, 2001
- Louisville, Kentucky: Kentuckiana Regional Planning & Development Agency (KIPDA) November 25, 2001
- Muncie: Delaware-Muncie Metropolitan Plan Commission (DMMPC) September 13, 2001
- Northwest Indiana: The Northwestern Indiana Regional Planning Commission (NIRPC) November 7, 2001
- South Bend/Elkhart: Michiana Area Council of Governments (MACOG) November 7, 2001
- Terre Haute: West Central Indiana Economic Development District (WCIEDD) October 4, 2001

Figure 3-1 on the following page is a map that depicts the Indiana Department of Transportation's six district boundaries and the location of the MPOs.

Figure 3-1

INDOT DISTRICT & MPO MAP



The District Meeting Presentations and Responses

Presentations of the draft Long Range Plan were made at each of the District Meetings. Questions and comments generated from the District Meetings can be condensed into four common themes: 1) fiscal concerns, 2) questions regarding the project development process, 3) multi-modal concerns and, 4) requests for copies of the draft Long Range Plan. The INDOT Hearing Section published a record of the District Meetings entitled, *INDOT District Meetings: September 2001*. The publication includes copies of the letters of invitation, the mailing lists, a listing of those in attendance at each District Meeting, copies of the presentations, and the written comments received by the Hearing Section.

1) Fiscal Concerns:

Several comments were made expressing concern over anticipated short-term reductions in both state and federal transportation revenues.

The response to this series of comments was that the plan is a long range planning tool and that INDOT will continue to monitor fiscal conditions and update the plan on a periodic basis, as may be warranted to address changing conditions. As this process is a long-term, 25-year effort, short falls in the near term may be offset by funding in excess of expectations in the longer-term future. The best available data on actual historic funding trends, as provided by INDOT's Division of Budget and Fiscal Management, was used to create and support the fiscal forecast.

2) Questions regarding the project development process:

Many individuals asked how they could influence the process of placing a project into the plan or getting projects deleted from the plan.

Representatives from both the Long Range Transportation Planning Section and the Program Development Division responded to these questions by providing information about INDOT's Program Development Process (PDP). The importance of the joint efforts between the District Offices, the Long Range Transportation Planning Section, planning partners such as the MPOs and RPOs and Program Development in their work on the annual "call for projects" and the annual fall public involvement meetings held throughout the Districts was also explained.

3) Multi-modal concerns:

A common theme was expressed over the need for multimodal transportation improvements to supplement the improvements to the highway system.

In response to multi-modal concerns, it was noted that the 1995 Multimodal Transportation Plan would be updated in the near future. That plan's update would better serve and focus on multimodal needs. It was also noted that INDOT, through its Division of Multimodal Transportation, has conducted an active program with a high-speed rail outreach effort, bicycle and pedestrian planning, and development of scenic trails. These efforts have been documented where possible in the 2025 Plan and will be addressed in greater detail in the upcoming update. In the upcoming Market Research Study, INDOT's 1995 policy plan multimodal goals and objectives will be updated and validated. Freight transportation issues will be investigated through stakeholder interviews and focus groups.

4) Requests for copies of the draft Long Range Plan:

There were frequent questions asking for copies of the draft Long Range Plan.

It was noted that due to funding limitations, INDOT has been relying upon the Internet to provide copies of the plan to the general public. INDOT was however developing a public distribution plan to make a hard copy of the Plan's Executive Summary more widely available. A limited distribution of the full report would be provided to the District Offices and planning partners both at the MPO and RPO organizations and at selected public libraries throughout the state. It was also stressed that the full version of the plan will be maintained on the INDOT web site.

Specific Revisions to the Plan Document

The public comment period for the draft Long Range Plan began on September 5, 2001 and ended on November 30, 2001. The draft plan was also published on the Indiana Department of Transportation's web site on September 5, 2001. The web site provided both e-mail and postal addresses for the user to submit his or her written comments to the Long Range Transportation Planning Section. In late July and early August 2001, draft copies of the Long Range Plan were distributed to INDOT's planning partners: the Federal Highway Administration, local Metropolitan Planning Organizations (MPOs) and regional planning organizations.

In response to comments and recommended improvements received during the public comment period, the District meetings and the MPO presentations, the Long Range Transportation Planning Section made nearly 150 changes to the draft plan. While many of the changes were of a typographical nature, at least twelve projects were added to the plan. The two largest of these were the Phase V (2020 to 2025) widening of I-74 from I-465 to SR 267 northwest of Indianapolis, and the widening of I-265 in the Louisville area. In an effort to improve the balance of costs relative to the forecasted funding and to meet the implementation needs of the MPOs relative to air quality issues, several projects were shifted from one time period to another. A segment of the Statewide mobility corridor system in the Lafayette MPO area was revised to reflect US 231 connecting to I-65 west of the suburban area. The net impact of the project level changes has increased the twenty-five year estimated project cost from \$13.681 billion to \$13.789 billion, an increase of \$108 million. The following changes were made to the Long Range Plan in response to comments received:

Additions to Project Listing:

- Crawfordsville District: Long Range Plan ID # 721, I-65 Interchange modification at SR 28, estimated cost: \$8,400,000
- Crawfordsville District: Long Range Plan ID # 739, I-74 added travel lanes from SR 267 to I-65 (west leg), estimated cost: \$37,800,000
- Fort Wayne District: Long Range Plan ID # 724, SR 1 added travel lanes from Tonkle Road to Union Chapel Road, estimated cost: \$20,700,000

- Fort Wayne District: Long Range Plan ID # 725, SR 14 added travel lanes from West Hamilton Road to Scott Road, estimated cost: \$9,200,000
- Fort Wayne District: Long Range Plan ID # 726, US 30 added travel lanes from O'Day Road to Flaugh Road, estimated cost: \$7,800,000
- Fort Wayne District: Long Range Plan ID # 728, I-69 added travel lanes from I-469 to US 24, estimated cost: \$32,800,000
- Greenfield District: Long Range Plan ID # 738, US 36 added travel lanes from Mt. Comfort Road to SR 234 to WCL of Fortville, estimated cost: \$ 15,200,000
- Seymour District: Long Range Plan ID # 745, I-265 added travel lanes from I-64 to I-65, estimated cost: \$50,000,000
- Seymour District: Long Range Plan ID # 735, SR 111 Added travel lanes from I-265 to Fairview Knob Road, estimated cost: \$12,000,000
- Seymour District: Long Range Plan ID # 732, SR 64 added travel lanes from Marc Lane to West of I-64, estimated cost: \$9,000,000
- Seymour District: Long Range Plan ID # 746, I-265 Added travel lanes from I-65 to SR 62, estimated cost: \$27,000,000
- Seymour District: Long Range Plan ID # 741, I-64 added travel lanes from US 150 to I-265, estimated cost: \$13,600,000
- Seymour District: Long Range Plan ID # 742, I-64 added travel lanes from SR 62/64 to US 150, estimated cost: \$7,400,000
- Vincennes District: Long Range Plan ID # 736, SR 66 added travel lanes from 9th Street to State Street in Princeton, estimated cost: \$9,480,000
- Vincennes District: Long Range Plan ID # 737, US 41 interchange modification at the King's Mine Road south of Princeton, estimated cost: \$ 8,185,000

Changes to the Text:

- An Executive Summary that provides a brief overview of the document was added as a preface to the document.
- Chapter 2: A new heading entitled, "Access Management" has been added, accompanied with text.
- Chapter 3: Four new sections: *District Meetings*, *MPO Presentations*, *Comments from District Meetings and*, *Response to Comments* have all been added to the chapter to document comments and INDOT's response to comments.
- Chapter 4: A new section entitled, "Bicycle and Pedestrian Programs" has been added providing information concerning INDOT's bicycle and pedestrian programs. A new section entitled, "Indiana Ports Commission" has been added to provide an overview of the water borne mode to transportation. The chapter was also updated to include three up-to-date maps are included in the chapter, 1) *Indiana aviation facilities*, 2) *public transit system locations and*, 3) *the current rail system*.

- Chapter 5: Air Quality Analysis has been updated. A new “Indiana Counties with Monitor Values Above the 8-Hour Standard” map has also been added to the text.
- Chapter 6, Figure 6-5: A new Corridor Hierarchy map has been inserted to reflect the changes in the Lafayette Metropolitan Area depicting US 231 connecting to I-65 on the west, suburban area of Lafayette. Other changes in Chapter 6 include modifications to the Statewide Mobility Connections map, the Systems Performance Chart and the addition of two, new systems performance bar charts for cities and metro regions.
- Chapter 7: The Corridor Planning Studies section has been updated, including the Environmental Impact Studies to the Figure 7-2.
- Chapter 10, Figure 10-1 and 10-2 have both been updated to address comments about preservation and expansion costs.
- Chapter 11: A new Figure 11-1 “Long Range Plan Projects 2000 – 2025” map was added to address comments received.

General Questions Received on the Plan:

- 1) Why does the plan list specific years in the project listing?

In order to provide for phased plan development, normal transportation planning practices generally show proposed projects in broad, multi-year periods such as the five-year funding phases. Due to the long-range, macro-scale nature of a twenty-five year plan, the placement of a transportation improvement in the context of a series of multi-year phases is just about the extent of accuracy achievable in terms of project programming. However, due to the needs of the MPOs in placing expansion projects in differing air quality conformity analysis periods, INDOT is providing a specific year (ready-for-construction) for informational purposes. It is recognized by INDOT that many factors influence the specifics of implementation dates and that such specific dates will change. Therefore, the reader should use the broad, multi-year implementation phase for determining the anticipated time-frame the improvement would be made in.

- 2) When will the plan be updated?

INDOT will use the Long Range Plan to drive the selection of expansion projects and the PDP process with its annual call for projects. The Plan will also be used to provide information to the MPOs to establish fiscal constraint on state jurisdictional projects that fall within the MPO’s boundary. Therefore, the Plan update will be coordinated with the effort to provide this information to the MPOs. MPOs that fall within an air quality non-attainment and/or maintenance area are required to update their plans every three years. All other MPOs are required to update their plans every five years.

Future plan updates will involve close coordination with INDOT’s Executive Offices; the Division of Program Development; the Division of Budget and Fiscal Management; the Division of Fiscal Policy and Federal Affairs; the INDOT District Offices; the Federal Highway Administration; Indiana’s Metropolitan Planning Organizations and; Regional Planning Organizations.

Summary

Over the past three years, INDOT has communicated the long range plan development process to state transportation professionals, local elected officials, and the public at MPO conferences and the Purdue Road School. In addition, comments were provided by local elected officials and the public in the Program Development Process. The MPOs provide local input in urbanized areas, and the NQI survey offers public opinion concerning conditions of the National Highway System in our region. Moreover, the Planning Assessment Study provided public participation in the form of focus groups and the futures symposium.